

EXAMINER'S AMENDMENT

1. An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Jeffrey A. Cooper on 3/24/2010.

The application has been amended as follows:

3. The method of claim 1, wherein said geographic parameter further comprises:

one or more tower identifiers, each defining a tower location, and

one or more sector identifiers, each of said one or more sector identifiers comprising a sector location and an antenna configuration.

10. The method of claim 1, wherein said step of establishing said test parameters is accomplished by a wireless provider, said wireless provider being generally unrelated to said fleet of vehicles' dispatch plan.

11. A computer software program product comprising at least one non-transitory computer-readable storage medium having computer-readable program code portions stored therein for testing electromagnetic signal strength near a target area, the computer-readable program code portions comprising:

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a first executable portion configured to store test parameters including a time parameter and a geographic parameter, wherein the time parameter comprises a time-of-day testing window and one or more lingering parameters, each of said one or more lingering parameters comprising a linger duration;

a second executable portion configured to store a dispatch plan for a fleet of vehicles serving a territory near said target area, each of said vehicles being assigned to one of a plurality of routes according to a dispatch plan that is configured for purposes other than electromagnetic signal testing, said dispatch plan comprising vehicle data and route data wherein said route data includes a start time corresponding to a start location, an end time corresponding to an end location, and one or more intermediate stop durations corresponding to one or more intermediate stop locations;

a third executable portion configured to compare said test parameters to said dispatch plan for each of said plurality of routes;

a fourth executable portion configured to identify one or more optimal routes from among said plurality of routes based on the results of said third executable portion, said optimal routes comprising those most nearly satisfying said test parameters including said time parameter and said geographic parameter;

a fifth executable portion configured to identify respective vehicles assigned to each of said one or more optimal routes, said respective vehicles to receive one of a plurality of electromagnetic signal testing units; and

a sixth executable portion configured to receive data gathered by each of said plurality of signal testing units.

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13. The computer software program product of claim 11, wherein said geographic parameter comprises:

one or more tower identifiers, each defining a tower location, and

one or more sector identifiers, each of said one or more sector identifiers comprising a sector location and an antenna configuration.

20. The system of claim 18, wherein said geographic parameter further comprises:

one or more tower identifiers, each defining a tower location; and

one or more sector identifiers, each of said one or more sector identifiers comprising a sector location and an antenna configuration.

[End Amendment]

2. The following is an examiner's statement of reasons for allowance:

While Rickli and Xanthos states that courier services, taxis and refuse disposal trucks are suitable vehicles to be used for testing a mobile service because of the totality of the testing area that is driven by the vehicles (Rickli Col. 5 lines 27-31 and Xanthos Fig. 1h), Rickli or Xanthos in view of Somoza and Salmela do not consider a lingering parameter for the stops along the routes to be traveled in the dispatch plan for the potential testing vehicle in order to determine which vehicle is the optimal vehicle for testing the desired target area, as recited in claims 1, 11, 18 and 29.

Applicant's claims recite a particular combination that is neither taught nor suggested by the prior art. Applicant's claims are allowed for these reasons and the reasons stated by the Applicant in the responses dated 3/23/2005, 10/18/2007, 5/23/2008, 12/18/2008, 5/12/2009, 10/30/2009 and 2/15/2010 and during the interviews on 11/5/2008 and 10/09/2009.

Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

Any inquiry concerning this communication or earlier communications from the examiner should be directed to MATTHEW SAMS whose telephone number is (571)272-8099. The examiner can normally be reached on M-F 8-6.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Lester Kincaid can be reached on (571) 272-7922. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/MATTHEW SAMS/
Examiner, Art Unit 2617

/LESTER KINCAID/
Supervisory Patent Examiner, Art Unit 2617